THIS DOCUMENT IS UNCLASSIFIED IN ITS ENTIRETY. THE RUSSIAN GOVERNMENT HAS OFFICIALLY DECLASSIFIED AND RELEASED IT TO THE U.S.-RUSSIA JOINT COMMISSION ON POW/MIAS. ANY CLASSIFICATION MARKINGS PRESENT ARE TRANSLATIONS OF THE ORIGINAL SOVIET CLASSIFICATION MARKINGS ON THE DOCUMENT AND ARE RETAINED FOR ANALYTICAL PURPOSES.

[TFR 137-1]

[stamp "Issue No. 1690951a
secret dept. v/ch 78[?]5[?]
8 Oct 52"]

to the Minister of War of the USSR
Marshall of the Soviet Union -
Comrade Vasilevskij S.M.

to the Chief of the General Staff
of the Soviet Army
Marshall of the Soviet Union -
Comrade Sokolovskij V.D.

to the Commander in Chief of VVS
of the Soviet Army
General-Colonel of Aviation -
Comrade Pigarev [Pigarevich?]P.O.

On 7 Oct 52 at 1529 hours Khabarovsk time, an American B-29 aircraft at a height of 5000 meters violated our State border 12-15 kilometers southeast of Yurij Island (Minor Kurile chain) and was shot down by pilots Senior Lieutenant KHERYAKOZHIJ[?] B.A. and Senior Lieutenant LESNOVYJ V.S. of the 368 IAP of the Sakhalin-Kurile border area air defense - in LA-11 aircraft.

The Circumstances:

At 1431 hours, an electronic reconnaissance post spotted an enemy aircraft at the northeast coast of the island Hokkaido in immediate proximity of our borders.

At 1433 hours, the duty pair [strip alert] of LA-11 fighters were launched from the Yuzhno-Kurilsk airfield and sent to zone No. 14 for standing air patrol.

Reviewed by DPMO
IAW 50 USC 435 Note & DOD 5400.7-R
Date: 9 Dec 99 Initials: TBB

At 1530 hours, a B-29 aircraft violated the State border and flew 7.5 kilometers above our territorial waters in the direction of Yurij Island, where it was attacked by the fighters on standing air patrol; moreover, the violator aircraft was first to open fire.

As a result of the attack, the B-29 aircraft caught fire and crashed in the water and sunk three kilometers southeast of Yurij Island. Two large explosions were observed when the aircraft hit the water.

The crash of the aircraft was observed by:

- the pilots engaged in the air battle;
- all the personnel of the 2nd subunit of the 114th Border Detachment;
- Navy SNIS [lookout and communications services] Post No. 360.

Cutters, sent out by the Chief of the 114th border detachment, in the crash site area found: a headless body with a deployed parachute, a map of Hokkaido Island and the Kurile Islands, several pages from a book in English, four fuel tanks and a torn inflatable raft.

Documents found in the clothing of the corpse were in the name of Senior Lieutenant BUMKKhEN Dzhon Robertson, service No. 2073A.

Since daybreak 8 Oct 52, American fighters, type F-84, in groups of four to eight aircraft, have been patroling along our State borders southeast of Yurij Island. Under cover from these aircraft, single planes, up to 1200 hrs, travelling at high speeds have three times violated our border and passed over the area where the aircraft crashed.

ATTACHMENTS: A sketch of the B-29 flight on one sheet (2 sheets pasted together, scale 1:1,000,000) working No. 001089.

[original signed] ACTING COMMANDER OF AIR DEFENSE BORDER TROOPS
GENERAL-LIEUTENANT OF AVIATION - (LAJRIN?)

[handwritten "True Copy: Deputy Chief of the Operational Directorate
Lieutenant Colonel [signature] Noramanov?"]

[handwritten "2"]

SUMMARY No. 210 OF VIOLATIONS OF THE STATE BORDER AND OF FLIGHT PROCEDURES. MOSCOW. 29 Jul 53. 24:00
[handwritten "Case 193/[signature] 30 Jul 53"]

1. A violation of Soviet territorial waters in the Far East by a single foreign aircraft was noted from 07:01 to 07:04, Khabarovsk time, in the area 12 kilometers southeast of Cape Gamov (see diagram, working No. 002453). The violator aircraft penetrated Soviet waters up to 12 kilometers. Flight altitude of the aircraft - 10,000 meters; speed - 500-520 kilometers per hour.

2. A violation of VM order No. 00212 was noted in the southwest area.

In accordance with the notification, from 11:03 to 13:08, VVS pilot Major AFANAS'EV (vch [troop unit] 45142) conducted a flight in an IL-28 aircraft from the airfield Limanskoe. The flight officer, Lieutenant Colonel ANOKHIN, personally answered telephone inquiries at 11:35 and 12:00 that his planes were not in the air. To whom the above mentioned aircraft belongs and the time of its actual flight was not reported to the 48th VA flight department until 14:00, i.e. 52 minutes after landing.

During the aircraft flight, there were no answers to the interrogating signals "NRZ-1" (IFF).

3. According to information from the TsP VNOS [air warning device] at Khabarovsk, flights of 18 foreign targets were noted, of them: 2 singles and 7 groups were over Hokkaido Island, 4 singles were over the Sea of Japan, 1 single and 4 groups were over the Korea Bay.

4. Active jamming was noted:

5 VMF -
- RTP [radiotechnical post] Podgornaya - from 03:29 to 04:19 on an azimuth of 180 degrees.

Port Arthur VMB -
- RTP Hokkaido Island - from 08:30 to 10:30 (azimuth not stated).
- RTP Fan'tszyatun' - from 11:10 to 13:08 - " -
- RTP Dal'nij - from 19:12 to 19:25 - " -

[2 illegible signatures in left margin]
[stamp "78450 Entry No. 5070ss 30 Jul 53"]

Over a 24 hour period RTS posts have been established:

- No. 18 (P-8, 7024) of the southwest area at 08:00;
- No. 06 of the Turkestan area at 16:20.

ATTACHMENTS: 1. Flight plan of the violator aircraft of 29 Jul 53 (sketch No. 002453) on 1 sheet.

2. Flight plan of aircrafts over the Sea of Japan from 28-29 Jul 53 (sketch No. 02454) on 1 sheet.

DEPUTY CHIEF OF THE TsP VNOS
Lieutenant Colonel - [signature] (KARIKh)

[TFR 137-5]

[stamp "Entry No. 3223, 8 Sep 58"]
[letterhead "Commander of Troops of the Transcaucasian Military District, "5" Sep 58, No. 0121/kv, city of Tbilisi"]

To the Commander in Chief of the Country's Air Defense Troops

Marshall of the Soviet Union
Comrade Biryuzov S.S.

Herewith, I am presenting a statement on the investigation of the USSR State border violation by a foreign aircraft in the area 20 kilometers south of the city Leninakan in the Armenian SSR on 2 Sep 58.

Attachment: Statement copy No. 2 from our entry No. 1405, only to the addressee.

Acting Troop Commander
of the Transcaucasian Military District
General-Lieutenant

[signature]

Iv. PAVLOVSKIJ

[handwritten "Comrade Stukalov, use for the report [illegible signature] 8 Sep 58"]

[handwritten "Reported, [illegible signature] 18 Sep 58"]

[handwritten "[illegible signature] 18 Sep 58"]

[handwritten "467 ~~22~~"]

[TFR 137-6]

[stamp "No. 3223, Operative Directorate of the Headquarters of the Country's PVO Troops"]

STATEMENT

THE INVESTIGATION OF THE USSR STATE BORDER VIOLATION BY A FOREIGN AIRCRAFT IN THE AREA 20 KILOMETERS SOUTH OF THE CITY LENINAKAN IN THE ARMENIAN SSR ON 2 SEP 58.

4 Sep 58 City Leninankan

The commission, which consisted of:

- chairman Acting Commander of the 34th Air Army, General-Major of Aviation TSEDRIK K.T.;

- members:

Deputy Commander of the Transcaucasian PVO Corps for combat training, Colonel ANDREEV V.V.,
Chief of Special Branch on the 34th VA [Air Army], KGB, attached to the Council of Ministers of the USSR, Colonel NESTEROV A.I.,
Senior Engineer of the 236th IAD [Fighter Division], Engineer Lieutenant Colonel SARKISYAN A.A.,
Deputy Commander of the 29th RTP PVO, Lieutenant Colonel MEL'NIK A.A. - drew up this statement on the violation of the USSR State border committed on 2 Sep 58 at 1506 hours by a foreign aircraft in the area 20 kilometers south of the city Leninakan in the Armenian SSR.

Through a personal on-site investigation the commission has established:

1. On 2 Sep 58, at 1432 hours, on Turkish territory, in the area 50 kilometers south of Rize,

air target No. 7845, a single foreign aircraft at an altitude of 7500 meters, was detected by radar of the Transcaucasian Corps of the PVO. The target proceeded from the stated area in a northeasterly direction. Twenty kilometers south of the city Batumi, the target turned and with a climb began flying along the USSR State border along the route: Artvin, 15 kilometers south of Ardakhan, 20 kilometers north of Kars with an approach to the State border of the USSR, 20 kilometers south of the city Leninakan.

The target was steadily tracked by seven radar stations of the 29th RTP PVO of the Transcaucasian PVO Corps.

2. With the goal of not allowing a foreign aircraft to violate the State border, on command from the KP, 236th IAD at 1447 hours, a pair of MiG-17 aircraft of the 25th IAP were launched from the Erevan airfield. The lead was senior pilot, Senior Lieutenant LOPATKOV V.V.; the wingman was senior pilot, Senior Lieutenant GAVRILOV N. At 1454 hours from the airfield Leninakan, the second pair of MiG-17 aircraft, 117 Guards IAP, took off. The formation lead commander was Senior Lieutenant KUCHERYAEV I.P., and the wingman was senior pilot, Senior Lieutenant IVANOV V.D. The fighter pairs were dispatched to the State border and they patrolled in the sector where a possible border violation by the foreign aircraft could occur.

3. At 1506 hours on 2 Sep 58, the foreign aircraft at an altitude of 10,000 meters violated the State border in the area 20 kilometers south of the city Leninakan, and following a course of 120 degrees penetrated up to 45 kilometers into USSR territory.

The weather in the area of the border violation was: cloud cover 1-3 of average layer, visibility 15-20 kilometers. The State border along the natural water boundary - the river Arpa-Chaj - was clearly visible from the air

Immediately after the violation of the State border at 1507 the foreign aircraft was intercepted by the flight pair of Senior Pilot Senior Lieutenant LOPATKOV. At 1509 the foreign aircraft was intercepted by a second pair of aircraft, that of flight commander Senior Lieutenant KUCHERYAEV.

During the approach of the fighters to the foreign aircraft, the latter made a sharp dive and turn to the right toward the State border. The lead fighter Senior Lieutenant LOPATKOV approached the foreign aircraft and fired two warning shots, to which the foreign aircraft did not react and continued its descent towards the State border. Following this, in accordance with the order of the Minister of Defense of the USSR number 0049 dated 4 July 1958, at the command of the Acting Commander of the 34th VA from the KP of the 236th IAD, the violating aircraft was attacked by the fighters, which carried out two attacks each in succession. As a result of the attacks, the violating aircraft caught fire, began to fall apart, and fell in an area 11 kilometers east of the populated area Verkhnij Tallin, 44 kilometers south of the city of Leninakan.

4. After personal observation of the crash site, the commitee established:

- according to identifying markings, plates on the assemblies of the aircraft, and photographs from the gun camera, the violating aircraft was a USAF C-130A Hercules, with 4 turboprop engines, each engine having 6 cylinders, a one-stage turbine, and a three-bladed propeller of metal construction. The side number was 60528. Prior to impact the plane exploded and burned. Separate pieces of the aircraft were spread over a 300 to 350 meter area;

- On the plane were found the burned and deformed remains of radio reconnaissance equipment (according to the labels they were established as reconnaissance radio recievers type [in English] "AN /YRR-35C,TN -128/APR-9"); charred and completely deformed instructions for the operation of the radio reciever type [in English] "R-484/APR - 14" for the monitoring of radio communications.

- The burned remains of 7 human bodies were found at the crash site.

An investigation into the identities of the bodies is not possible due to severe damage which occurred as a result of the charring and complete consumption of the extremities of the body. In addition to the 7 established corpses, there may also be other bodies fully burned or mixed in with the bodily remains found.

During the inspection of the crash site, the following items were found:

- USAF order number 194 dated 28 August 1958, according to which it is possible to determine that the destroyed aircraft was subordinate to the USAF 7406th Auxilliary Squadron. From this order, it is also evident that the plane, its officers, and pilots were to fly to the city of Adana, located in Turkey, from Germany in order to take part in an "airborne operational mission" on 1 September.

The following military members are listed in the order:

Captain EDVART Dzh. DZhERAS, AO 1905185
Captain RUDI Dzh. SVIESTRA, AO 781703
1st Lieutenant DZhON I. SIMPSON, 25642A
1st Lieutenant RIKARDO M. VILLARREEL, AO 3064233
Sergeant VAROU PRAJS

Among the bodily remains were found two ID cards in the names of VILLARREEL RIKARDO, AO 3064233 and RUDI Dzh. SVIESTRA, AO 781703, as well as a dogtag with the name of DUNKAN POL', AO 940196 T51.

Partially burned foreign currency was also found: American dollars - 4 bills for a total of 31 dollars; West German marks - 4 bills for a total of 50 marks and 10 pfennigs; French francs - one bill for a total of 1000 francs; Dutch guilders - one bill for a total of 10 guilders; Turkish lira - 5 bills for a total of 175 lire.

Also found was a pistol, made by the Ithaca company which is headquartered in New York, with the serial number 1769459.

Conclusions

1. The USAF C-130A, side number 60528, deliberately violated the State border of the USSR, and conducted a reconnaissance flight over the territory of the Soviet Union. This has been established by the existance on board the aircraft of radio communications intercept equipment, the route of the aircraft along the Soviet border, its intrusion into the boundaries of the Soviet Union, and also the presence of operational mission orders.

2. The existence of a good reference point, the river Arpa-Chaj and a canyon which defines the State border, and other large, clearly visible reference points, as well as good visibility at the time of the violation, and the existence on board the aircraft of modern radionavigational equipment completely rules out accidental violation of the State border of the USSR by said aircraft.

3. The actions of the command of the 236th IAD and the 29th RTP of the PVO during

the intercept of the violating aircraft were correct and in accordance with the orders for the defense of USSR air borders.

Attachments:
1. The diagram of the KP of the 236th IAD - _____ pages.
2. Interpretation of gun camera and photographs - _____ pages.
3. Map of the crash site - ____ pages
4. Rough sketch of crash site - ____ pages.
5. Photographs of the crash site - _____ pages.
6. Technical document - _____ pages
7. Forensic report - _____ pages
8. Photographs of the bodily remains - _____ pages.

Chairman of the commission -
Acting Commander 34th Air Army
General-Major of Aviation
[signature] /TSEDRIK/

Members of the commission -
Deputy Commander for Training, Trans-Caucasian PVO Corps
Colonel
[signature] /ANDREEV/

Chief of the Special Branch of the KGB attatched to the Council of Ministers of the USSR for the 34th AA
Colonel
[signature] /NESTEROV/

Chief Engineer of the 236th IAD
Engineer-Lt. Colonel
[signature] /SARKISYAN/

Deputy Commander of the 29th RTP of the PVO
Lt. Colonel
[signature] /MEL'NIK/

[TFR 137-12]

4ek

[handwritten "132"]
Copy
Translation from English

[stamp "Entry No. 3223
_____195_ yr
Operations Directorate
Headquarters PVO USSR"]

Special Order number 194

dated 28 Aug 58

7406th Support Squadron /American Air Forces in Europe/ USAF.

The below named officers and pilots of this unit will report on or about 1 Sep 1958 from Rhein-Main airbase Germany to Adana Incirlik, Turkey for a short duration TDY of approximately 10 days in the capacity of an aircrew, carrying out an operational mission. /Originator T.D. No. 551-5795400, 980 ..... R 458.99 [handwritten "S"]6-6300-0211. Paragraphs 1, 2, 3, 4a /with the exception of Sergeant PRAJS, who has access to classified material, including Secret/, 5, 6, 7, 8, 9, 11, 12, 15 apply.

Grounds:

USAF in Europe Regulation 30-13, and Field Regulation 35-11.

Captain EDVARD Dzh. DZHERASS, AO1905185
Captain RUDI Dzh. SVIESTRA, AO781703
1st Lieutenant DZHEN SIMPSON, 25642A
1st Lieutenant RIKARDO M. VILLARIL, AO3064233
Sergeant LEHROJ PRAJS

For the Commander ..... signature

DZhIK Dzh. FERALL, Captain USAF, Assistant Administrative Officer.

Translated by: Major /ANISOV/ officer V/Ch 20728.
True copy: Senior Lieutenant V/Ch 61771
[signature] /TROFIMOV/

"5" September 1958

[TFR 137-13]

[stamp "Entry number 3526
18 Sep 58
Operations Directorate
Headquarters PVO USSR"]

[handwritten " D-9
18 Sep"] [signature]

TsK KPSS

We are reporting:

On 2 September 1958 at 1506 the USSR State border was violated in the area 15 kilometers southwest of Leninakan.

The violating aircraft penetrated 45 kilometers into USSR territory at an altitude of 10000 meters and at a speed of 650 to 720 km/hr from the direction of Turkey.

Fighter pilot Senior Lieutenant LOBATKOV[sic] was scrambled, intercepted the violator at 1510, and at 1512 shot him down.

According to the preliminary report, the aircraft which violated the border had 4 engines and American markings.

The burning aircraft fell on Soviet territory in the area of Mastara, 20 kilometers southeast of Leninakan. Measures are being taken to search the downed aircraft. A more detailed report follows.

[original signed] I KONEV

[original signed] S BIRYUZOV

" " September 1958

True copy: Acting Chief of the Operations Directorate Headquarters of the Country's PVO Troops

General-Major of Aviation
[signature]
/STUKALOV/

"2" September 1958

[handwritten "Reviewed: [illegible signature] 15 Sep?"]

[TFR 137-14]

Interpretation of Gun Camera Photographs on Air and Land Targets

[handwritten "Senior Lieutenant LOPATKOV"][handwritten "FP S-13"]
Rank, last name, and initials of gunner

_____ Squadron
Number

Completed exercise number _____ [handwritten "2 Sep 58"]

1. Pass number.....1
2. Number of photos in pass.....1-11
3. Target flight speed in km/hr.....[blank]
4. Target altitude in meters.....10000
5. Target type.....C-130
6. Target size (wingspan, height of tail).....218T
7. Actual distance to target in meters for S-13 (frame error in thousands for FKP-2).....183
8. Target size according to length of fuselage.....[blank]
9. Relative target bearing (Dive angle).....45 degrees

ASSIGNED FIRING DISTANCE IN METERS

10. Open fire .....[blank]
11. Cease fire.....[blank]

12. Actual range correction (in thousands).....100-0
13. Necessary range correction (in thousands).....97T
14. Error in range correction (in thousands).....3T
15. Sighting error in thousands for S-13 (in target dimensions for FKP-2).....[blank]
16. Tracking error in thousands for S-13 (in target dimensions for FKP-2).....[blank]
17. Notes (conclusions: fire for record, fire not for record).....for record

Exercise completion evaluation

2 Sep 1958 A rating of excellent for completion of the

date of analysis gun camera exercise. The task was completed in one pass, one pass being counted for record. During the pass, combat fire was conducted with an excellent rating. The target is burning.

[TFR 137-14a]

No. _____
One-up number of photostrafing passes for the training year

[signature]
Signature of analyst

I have seen my rating,
[signature]
Signature of gunner

[handwritten "V/Ch 73844"]
[handwritten "Deputy"] ~~Squadron~~ Commander [handwritten "of the OTP, Guards Lt. Colonel"] [signature] USHAKOV

[stamp on right side of page, illegible save handwritten number "3223"]

[handwritten "134"]

[TFR 137-15]

Senior Lieutenant LOPATKOV

1 [photo number]

[Photo]

Legend

Date: 2 September 58
Area of intercept:
20-30km south of
Leninakan
H - 10000 m
D - 183 m
q - 45 degrees

Rating - excellent

[TFR 137-16]

[stamp "Entry number _____"
rest of stamp illegible]
[handwritten "136]

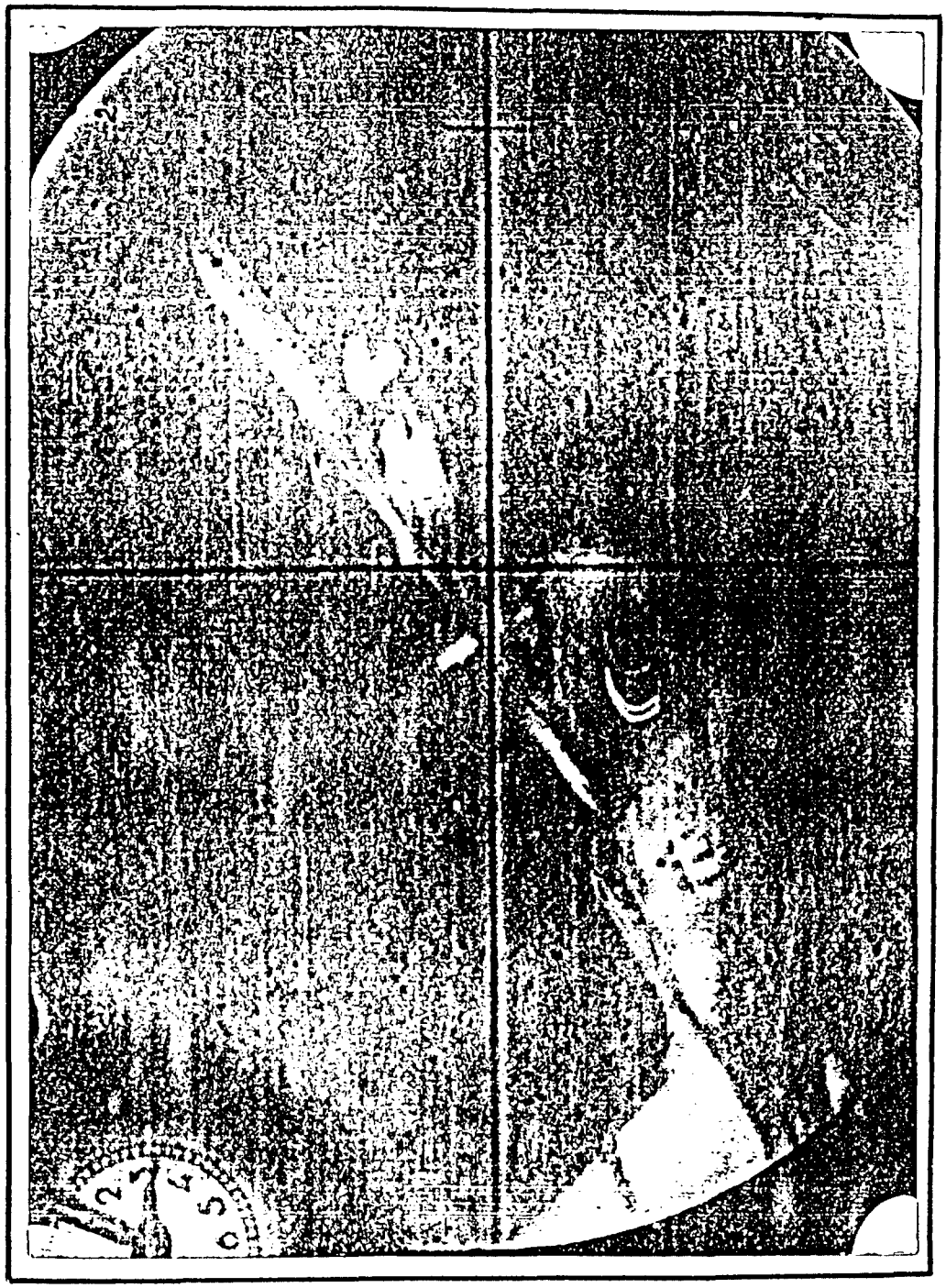
2 [photo number]

[Photograph of crosshairs on the aft section of a C-130, with a clock in the upper left corner which reads 3:05]

136

File No.

(2)



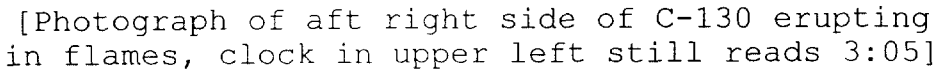
TFR 137-16

[TFR 137-17]

[handwritten "137"]

[stamp, illegible]

3 [photo number]



[Photograph of aft right side of C-130 erupting in flames, clock in upper left still reads 3:05]

(3)

137

(3)

TPR 137-17

[TFR 137-18]

[handwritten "138"]

[stamp, illegible]

4 [photo number]

[Photograph of C-130 in flames, banking to the right clock in upper left reads 3:06]

(4)

[TFR 137-19]

[Handwritten "Senior Lieutenant GAVRILOV" "FP S-13"] _____ of Squadron
Name, rank and initials of gunner Number

Completed exercise number_____ 2 Sep 58

[For Legend of column headings, see TFR 137-14]

Series number	1	2	3	4
2	1-4	1-14	1-5	1-4
3	-	-	-	-
4	10000	10000	10000	10000
5	S-130 [C-130]	Same	Same	Same
6	-	-	-	-
7	1000	440	650	650
8	-	-	-	-
9	20 degrees	10 degrees	15 degrees	16 degrees
10	[blank]	[blank]	[blank]	[blank]
11	[blank]	[blank]	[blank]	[blank]
12	33-25	45-40	40-42	33-20
13	[blank]	[blank]	[blank]	[blank]
14	[blank]	[blank]	[blank]	[blank]
15	+5	+1	+4	+11
16	8	5	2	13
17	Not record [cut off]	for record	for record	Not record [cut off]

Evaluation of exercise completion

2 Sep 58
date of analysis

A rating of excellent for completion of the exercise. The task was comleted in four passes, two passes being counted for record. During the passes, combat fire was conducted with an excellent rating. The target is burning.

[Signature]
signature of analyst

I am familiar with my rating
_____

[handwritten"V/Ch 73844"]

No._____ [handwritten "Deputy"]~~Squadron~~ Commander for the

One-up number of photostrafing passes for the training year

OTP Guards Lt Colonel [signature] UShAKOV

Signature of gunner

[TFR 137-19a]

[stamp "Entry number_____" rest of stamp illegible]

[handwritten "139"]

[TFR 137-20]

Senior Lieutenant GAVRILOV

[illegible photograph]

Legend
Date: 2 Sep 58
Area of intercept: 20-30 kilometers South of Leninakan
H - 10000m
D - 650m
q - 15 degrees
Rating - excellent

[TFR 137-21]

Interpretation of Gun Camera Photographs on Air and Land Targets

[handwritten "Sr. Lieutenant KUCHERYAEV"][handwritten "FP S-13"]
Rank, last name, and initials of gunner

_____ Squadron
Number

Completed exercise number _____ [handwritten "2 Sep 58"]

1. Pass number.....1
2. Number of photos in pass.....1-6
3. Target flight speed in km/hr.....[blank]
4. Target altitude in meters.....10000
5. Target type.....S-130 [C-130]
6. Target size (wingspan, height of tail).....75
7. Actual distance to target in meters for S-13 (frame error in thousands for FKP-2).....530/17
8. Target size according to length of fuselage.....58
9. Relative target bearing (Dive angle).....10 degrees

ASSIGNED FIRING DISTANCE IN METERS

10. Open fire .....[blank]
11. Cease fire.....[blank]

12. Actual range correction (in thousands).....[blank]
13. Necessary range correction (in thousands).....[blank]
14. Error in range correction (in thousands).....[blank]
15. Sighting error in thousands for S-13 (in target dimensions for FKP-2).....5-5
16. Tracking error in thousands for S-13 (in target dimensions for FKP-2).....[blank]
17. Notes (conclusions: fire for record, fire not for record).....for record

Exercise completion evaluation

2 Sep 1958 A rating of <u>good</u> for completion of the gun camera exercise. The task was completed in <u>one</u> pass, <u>one</u> pass being counted

for record. During the pass, combat fire was conducted with _____ rating. _____ fell on the target.

[TFR 137-21a]

No. _____
One-up number of photostrafing passes for the training year

[signature]
Signature of analyst

I have seen my rating,
[signature]
Signature of gunner

[handwritten "V/Ch 73844"]
[handwritten "Deputy"] ~~Squadron~~ Commander [handwritten "for the OTP, Guards Lt. Colonel"] [signature] UShAKOV

p [stamp on right side of page,
"Entry number_____", rest of stamp illegible]
[handwritten "141"]

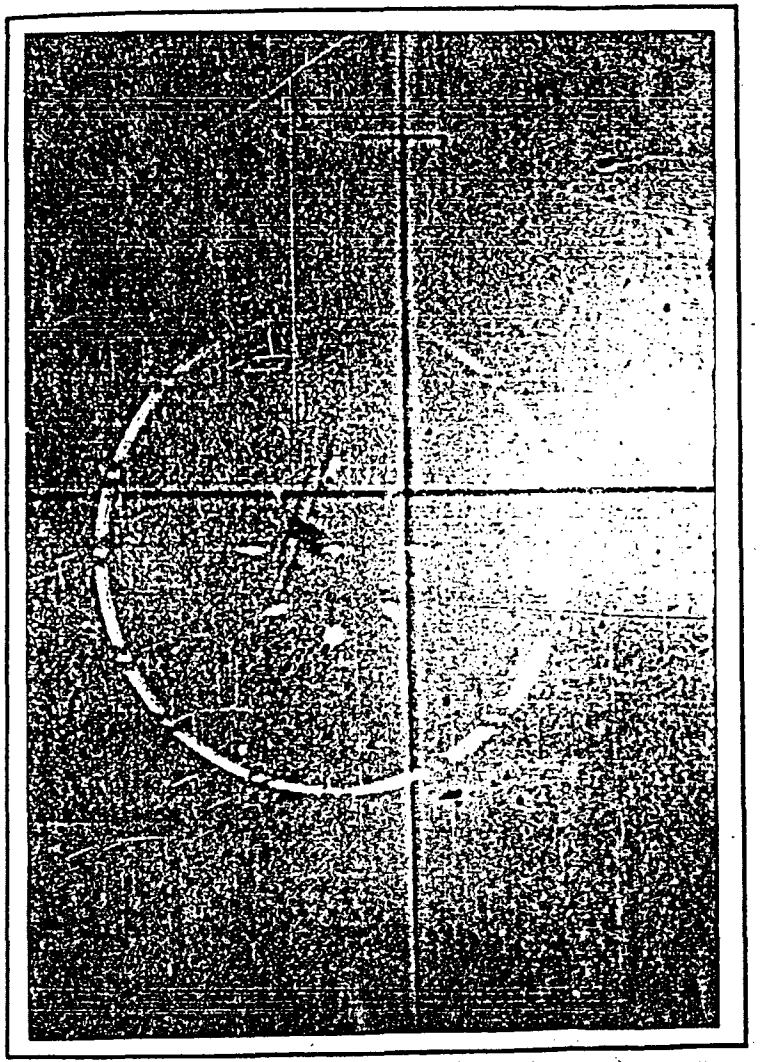
Senior Lieutenant KUCHERYAEV

[photgraph showing sight picture, and plane in middle of picture, banking to the right]

Legend

Date: 2 Sep 58
Area of Intercept: 20-30km South of Leninakan
H - 10000m
D - 530m
q - 10 degrees
Rating - Good

Ст. лейтенант Кучеряев



ЛЕГЕНДА

Дата:

2 сентября 1958г.

Район перехвата:

20-30 км
южнее г. Ленинакан

H - 10000 м

Δ - 530 м

q, 10°

Оценка:

хорошо

ТЦ 127-75

[TFR 137-23]

Interpretation of Gun Camera Photographs on Air and Land Targets

[handwritten "Sr. Lieutenant IVANOV"][handwritten "FP S-13"]
Rank, last name, and initials of gunner

_____ Squadron
Number

Completed exercise number _____ [handwritten "2 Sep 58"]

1. Pass number.....1
2. Number of photos in pass.....1-3
3. Target flight speed in km/hr.....[blank]
4. Target altitude in meters.....10000
5. Target type.....S-130 [C-130]
6. Target size (wingspan, height of tail).....[blank]
7. Actual distance to target in meters for S-13 (frame error in thousands for FKP-2).....2000
8. Target size according to length of fuselage.....[blank]
9. Relative target bearing (Dive angle).....35 degrees

ASSIGNED FIRING DISTANCE IN METERS

10. Open fire 2000
11. Cease fire.....1600

12. Actual range correction (in thousands).....42-37
13. Necessary range correction (in thousands).....[blank]
14. Error in range correction (in thousands).....[blank]
15. Sighting error in thousands for S-13 (in target dimensions for FKP-2).....+15
16. Tracking error in thousands for S-13 (in target dimensions for FKP-2).....5
17. Notes (conclusions: fire for record, fire not for record).....Fired at target as it fell

On the remaining passes the distance was greater than 2000 meters.

Exercise completion evaluation

2 Sep 1958 General rating for completion of task in a
date of analysis pair - good. During the completion of the
task photostrafing was conducted with ___
rating. ___ of ___ passes were for
[TFR 137-23a]

classification. During the passes, combat
fire was conducted with _____ rating.
_____ fell on the target.

No. _____
One-up number of photostrafing passes
for the training year

[signature]
Signature of analyst

I have seen my rating,

_____
Signature of gunner

[handwritten "V/Ch 73844"]
[handwritten "Deputy"] ~~Squadron~~ Commander [handwritten "for the OTP, Guards Lt. Colonel"] [signature] [handwritten "/UShAKOV/"]

p [stamp on right side of page,
"Entry number_____", rest
of stamp illegible]
[handwritten "143"]

[TFR 137-24]

[illegible stamp]
[handwritten "144"]

Leninakan

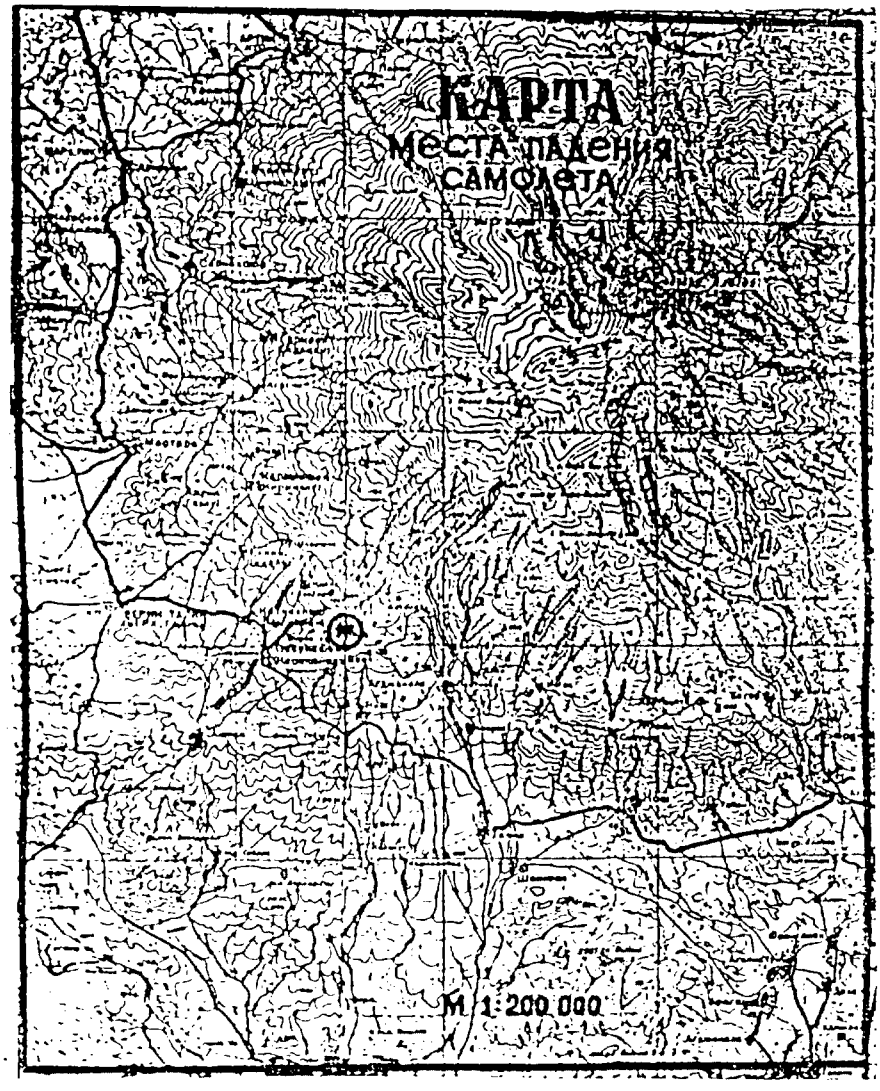
Map of aircraft crash site

[Map showing location of crash]

Scale 1:200000

144

Ленинакан



TFR 137-24

[TFR 137-25]

[illegible stamp]
[handwritten "145"]

Rough sketch of the crash site

35-40m [from nose to tail] north

[with arrow]

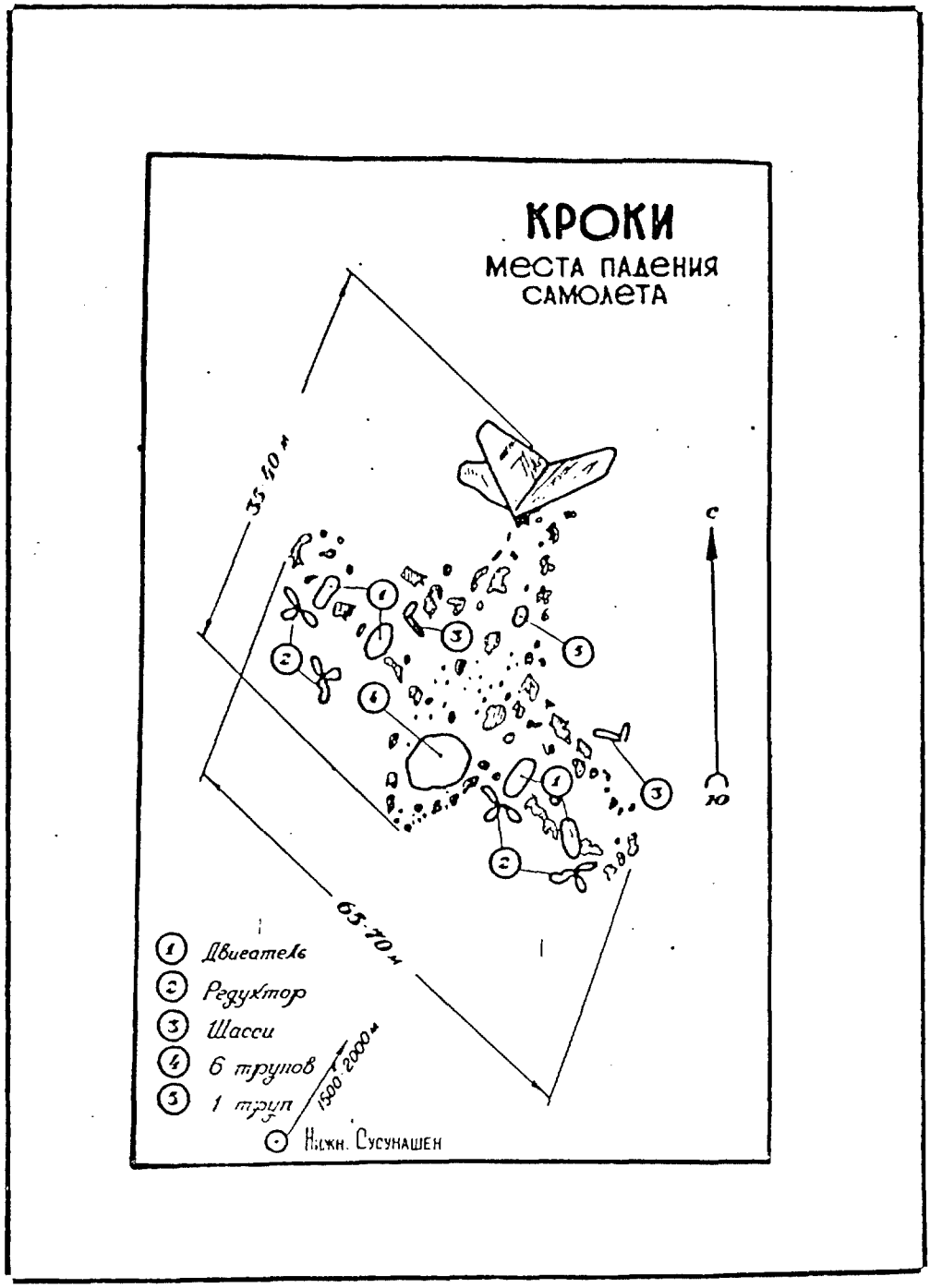
65-70m [wingspan] south

[The following numbers designate the wreckage and where each piece was found]

1 Engine
2 Transmission
3 Landing Gear
4 6 bodies
5 1 body

1500-2000m from Nizhnij Susunashen
[with arrow]

145

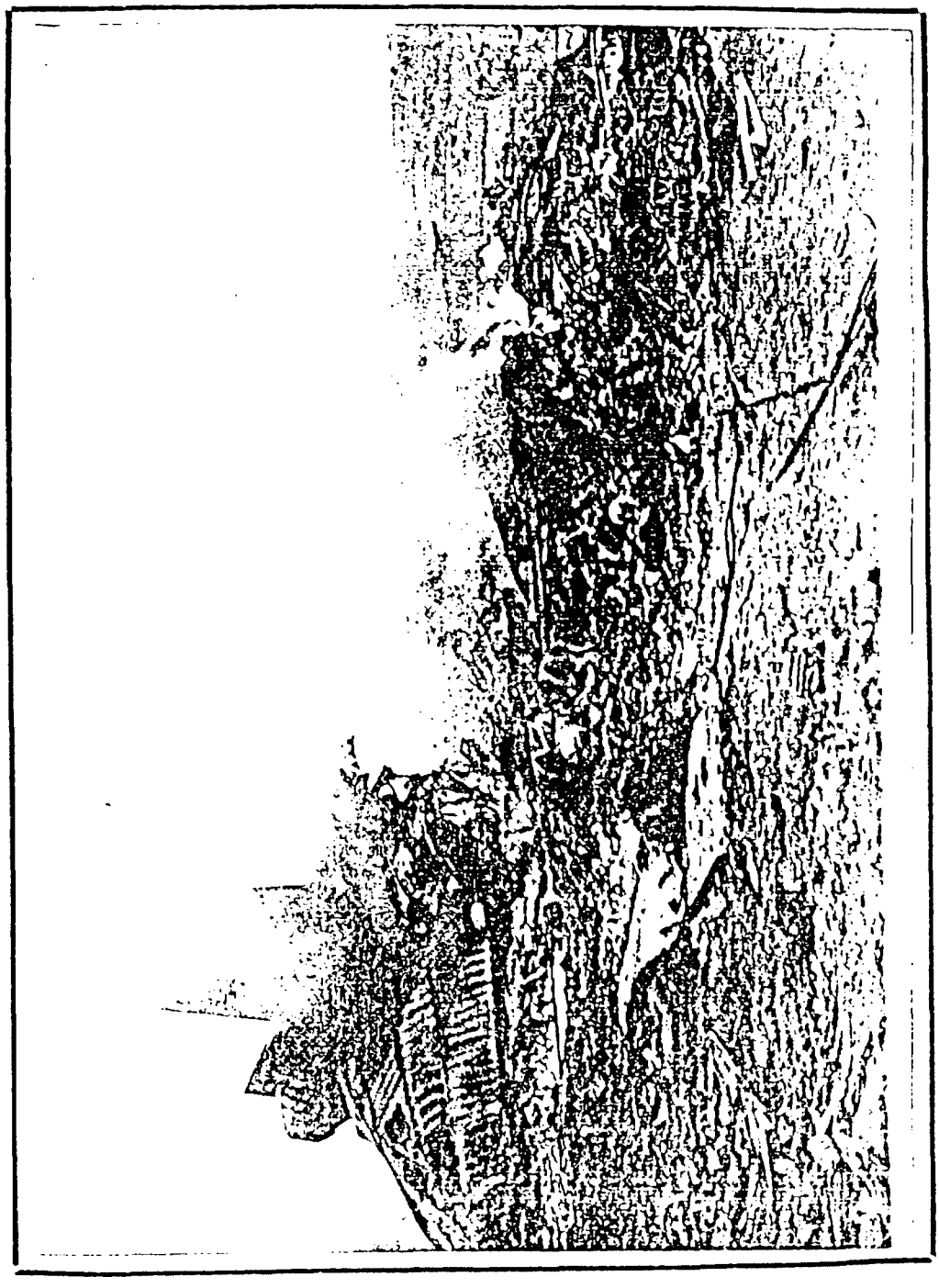


TCR 137-75

[TFR 137-26]

[illegible stamp]
[handwritten "146"]

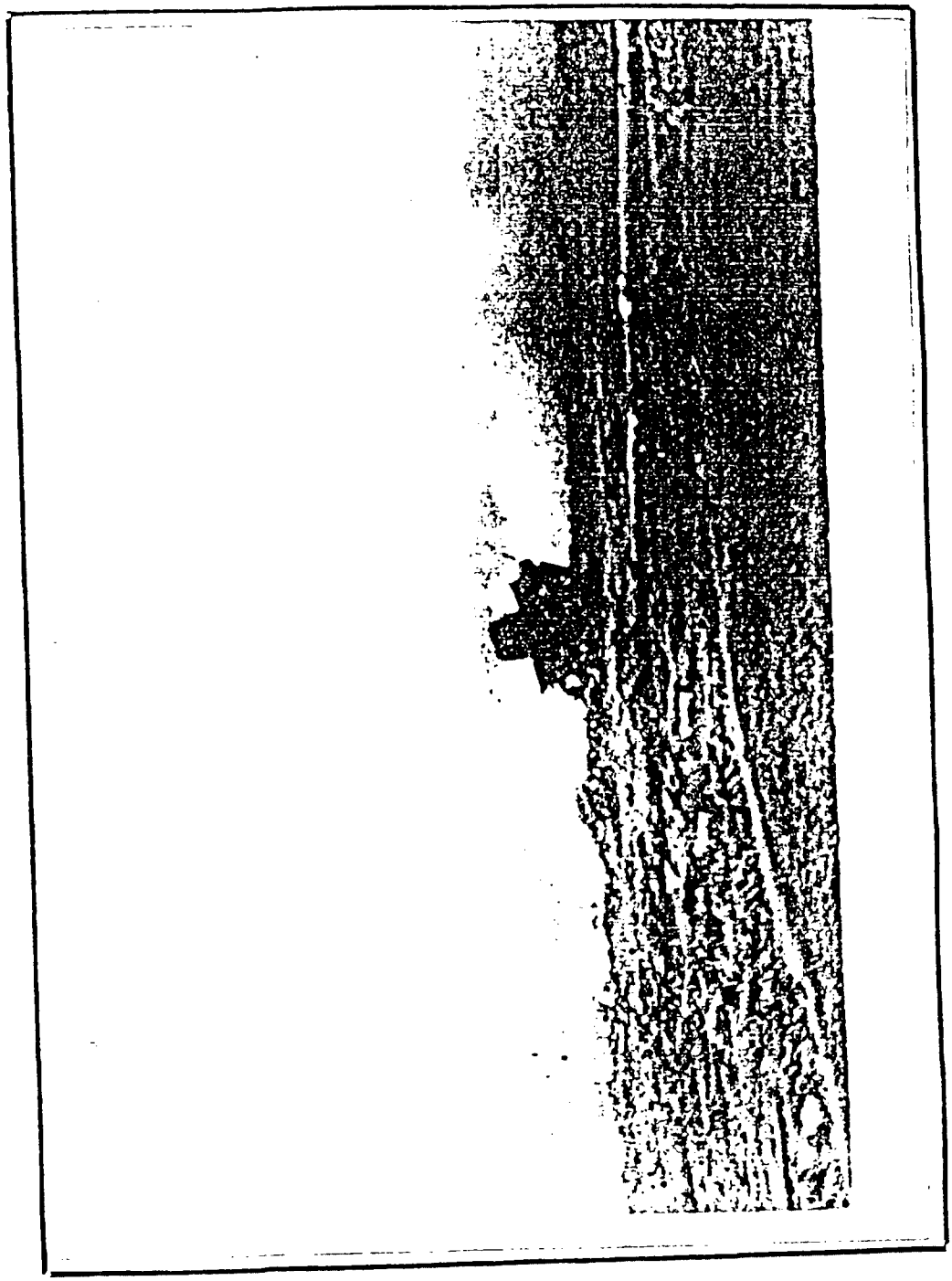
[Photograph of crash site and what appears to be the tail section of the aircraft]



[TFR 137-27]

[illegible stamp]
[handwritten "147"]

[illegible photograph]

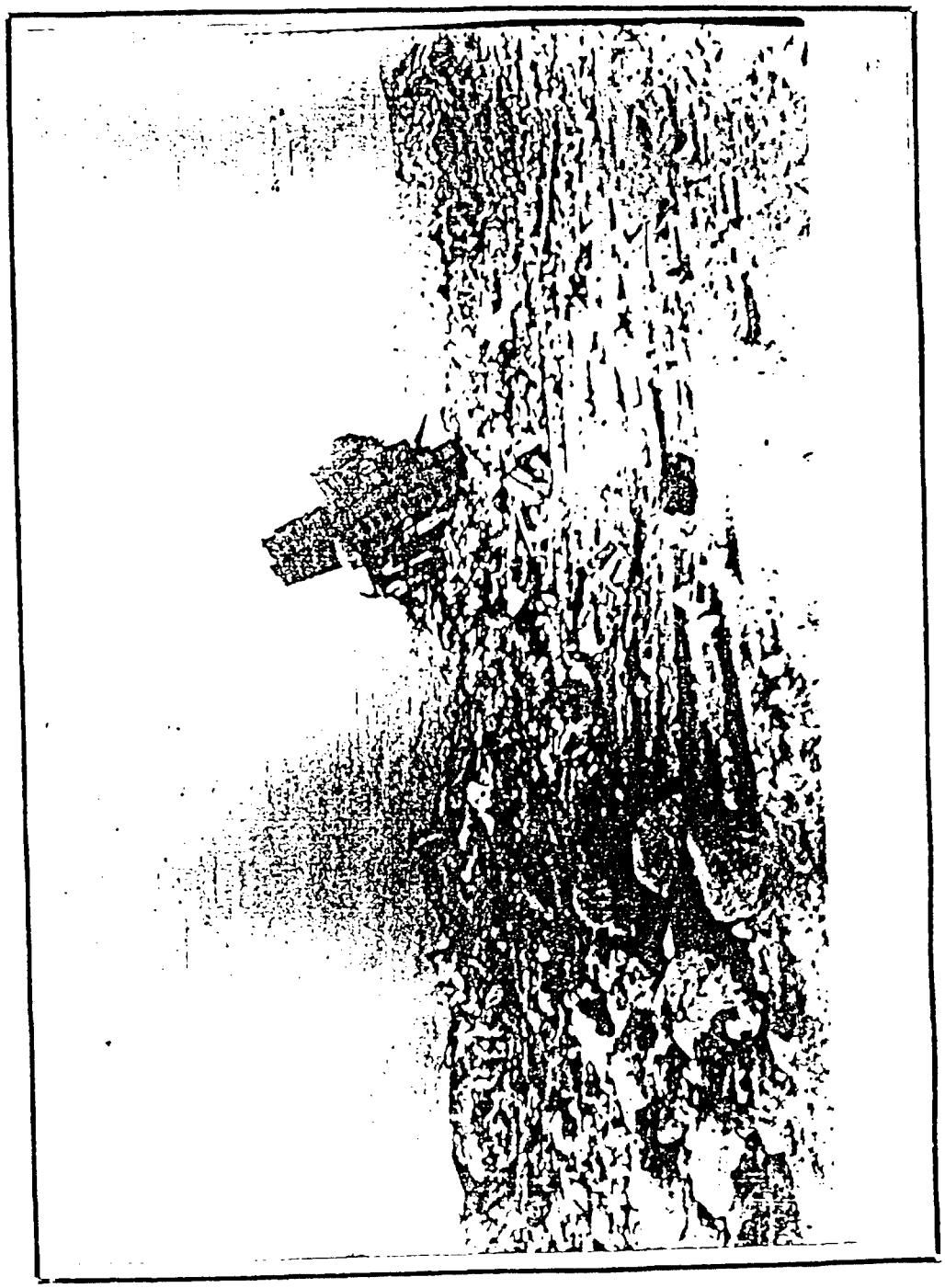


TPR 137-27

[TFR 137-28]

[illegible stamp]
[handwritten "148"]

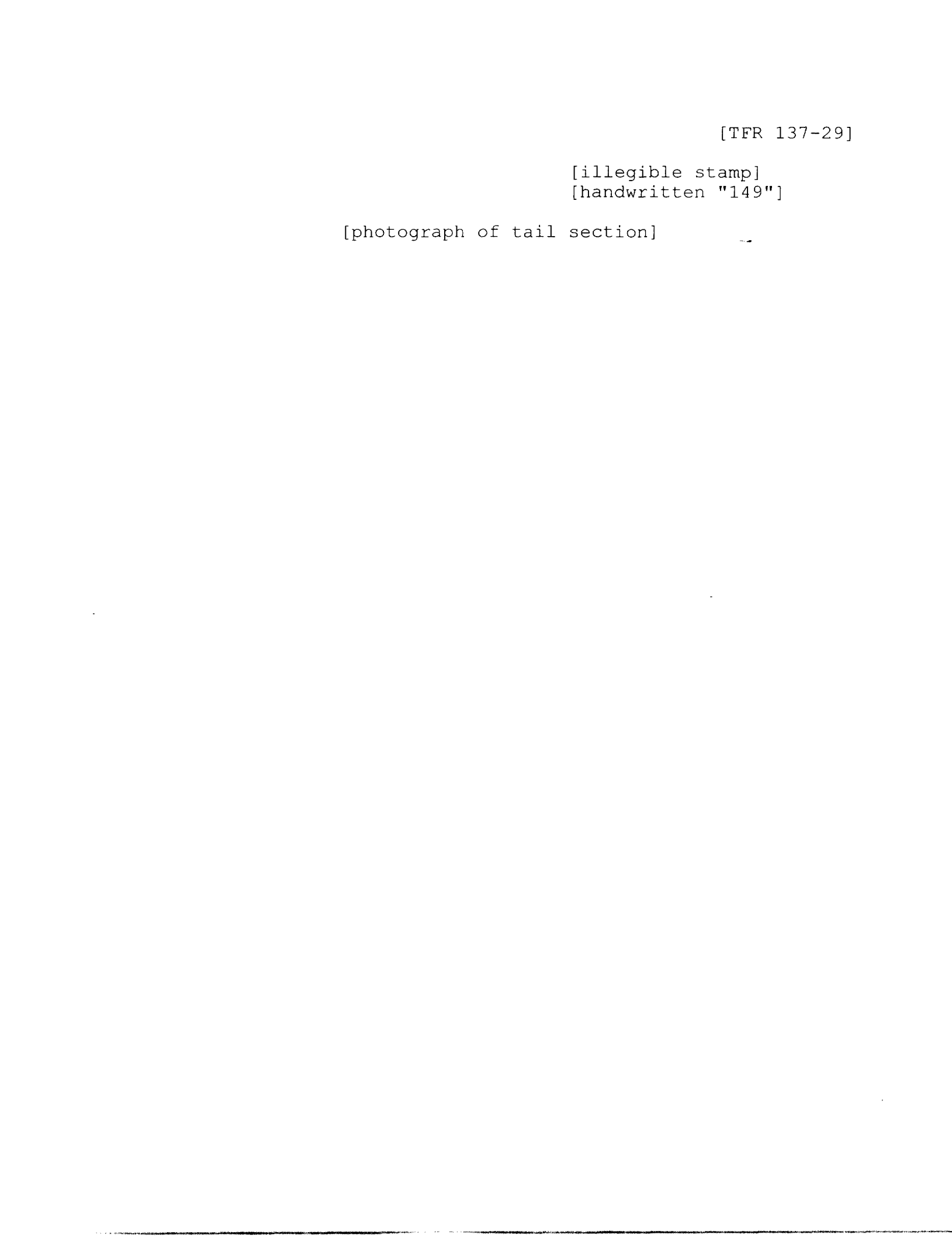
[photograph of crash site]

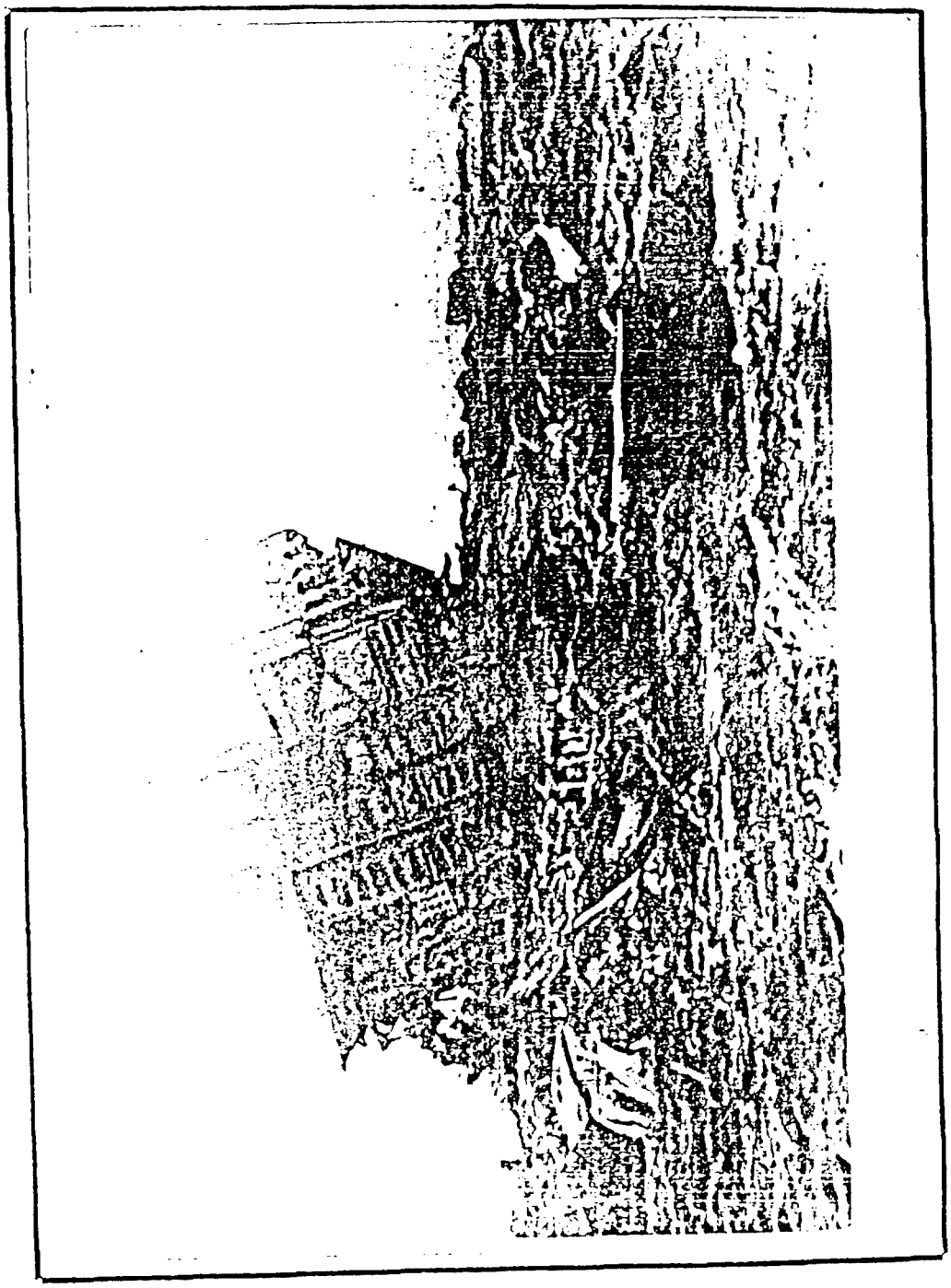


[TFR 137-29]

[illegible stamp]
[handwritten "149"]

[photograph of tail section]

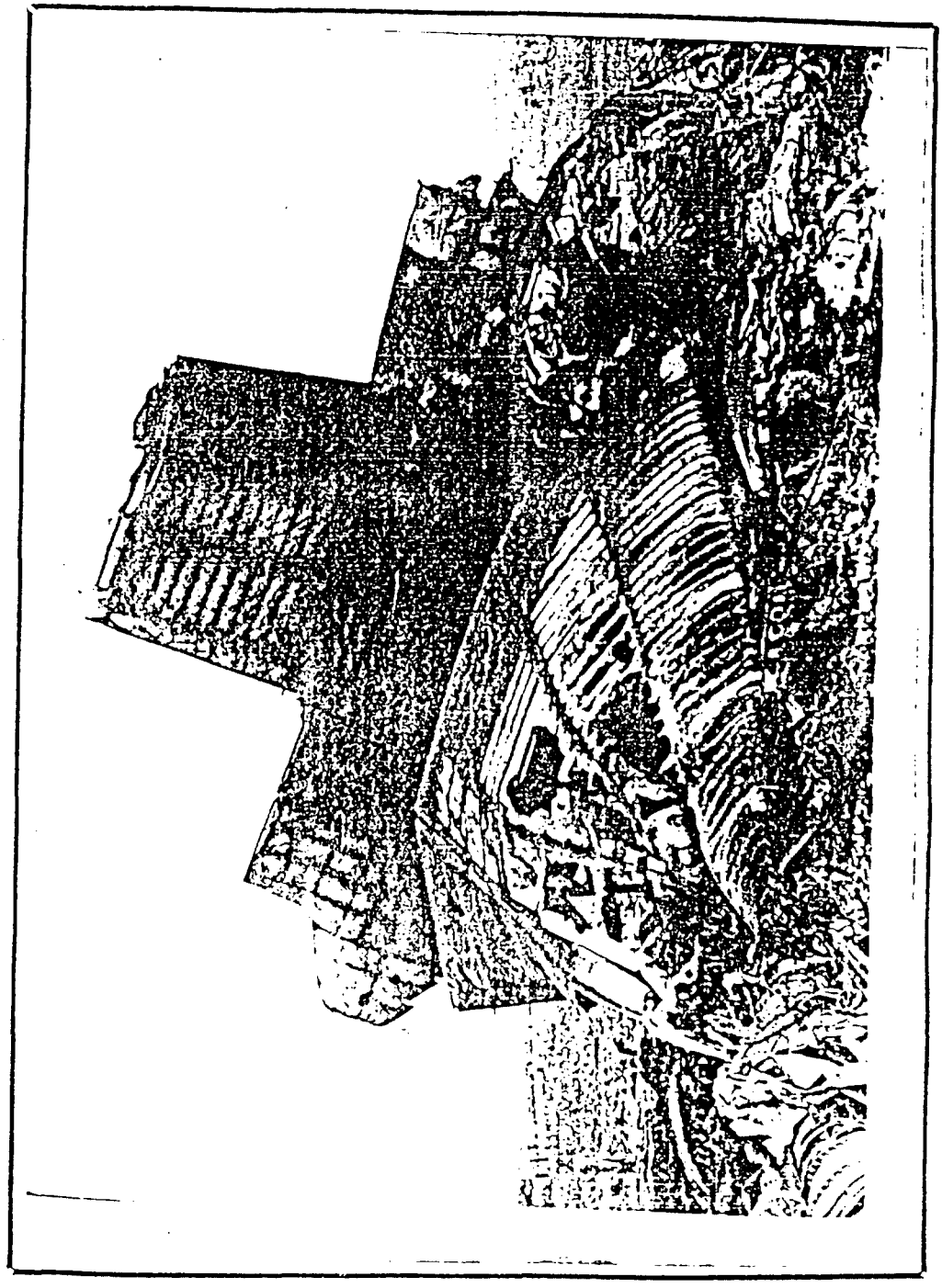




[TFR 137-30]

[illegible stamp]
[handwritten "150"]

[photgraph of tail section]



[TFR 137-31]

[illegible stamp]
[handwritten "151"]

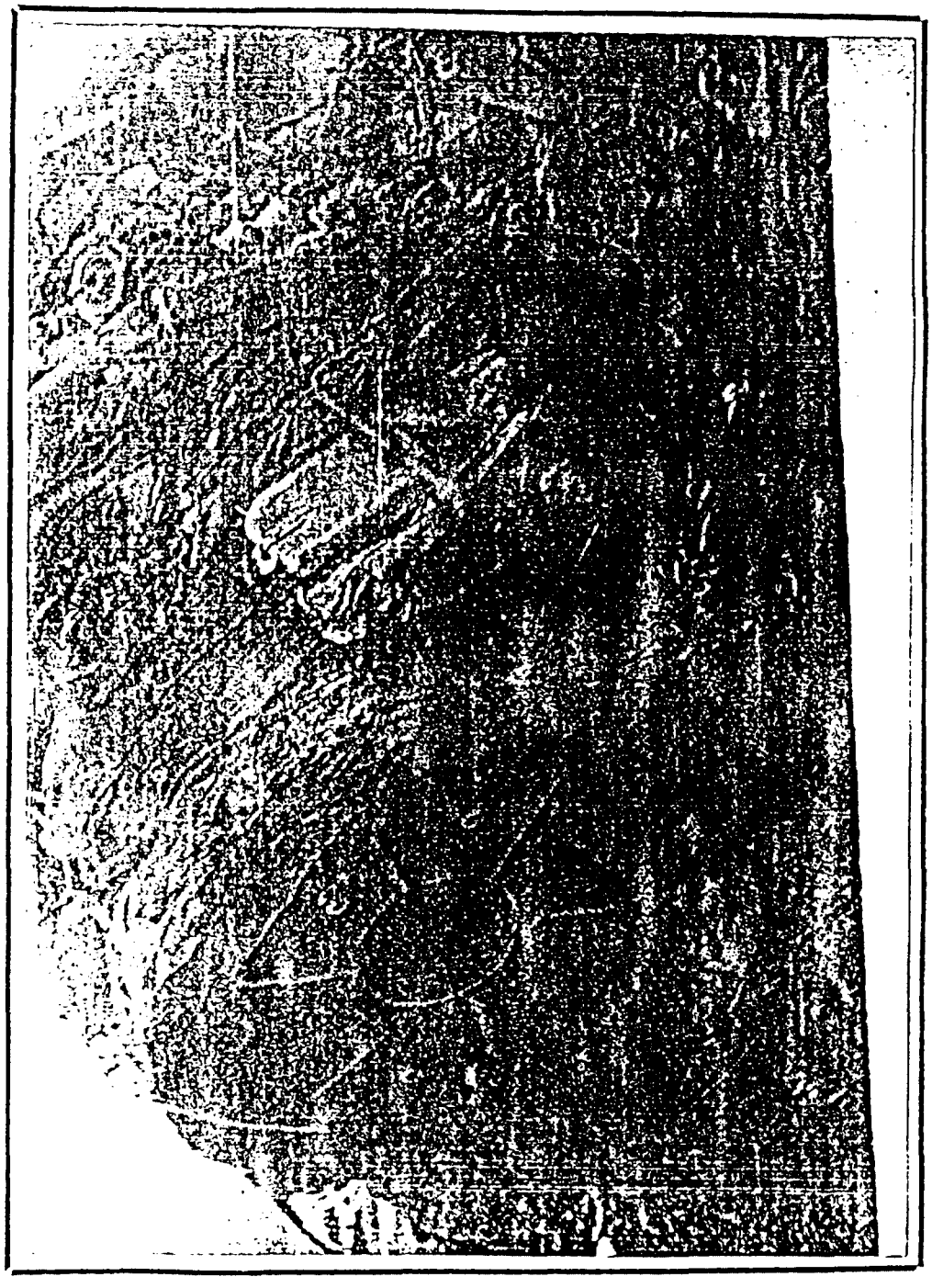
[Photograph of tail section]

[TFR 137-32]

[illegible stamp]
[handwritten "152"]

[Illegible photograph]

By [illegible]
Oregon [illegible]



TFR 137-32

[TFR 137-33]

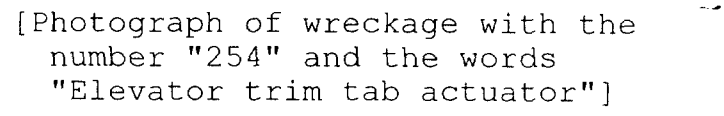
[illegible stamp]
[handwritten "153"]

[Illegible photograph]

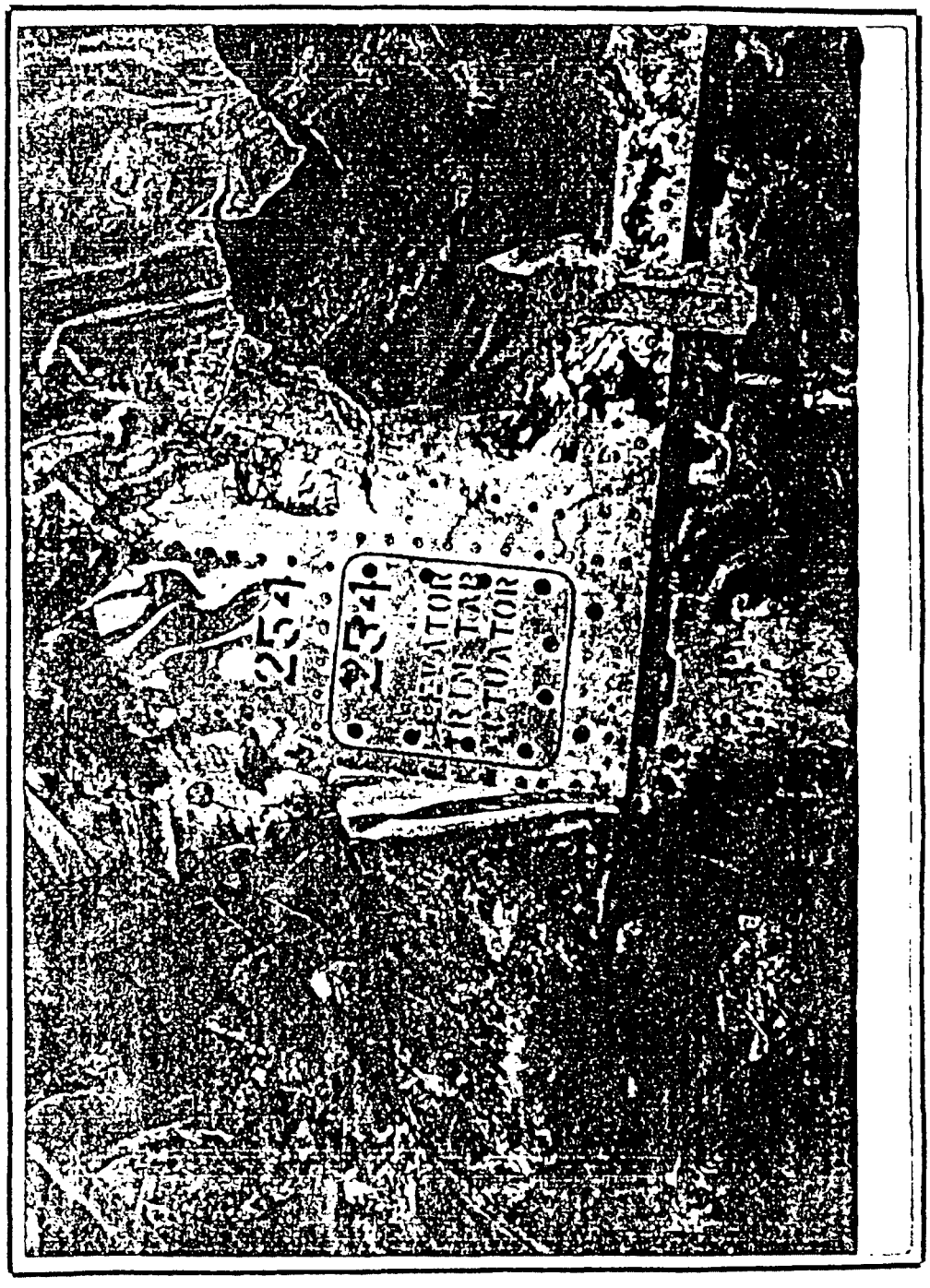
153

TFR 137-33

[illegible stamp]
[handwritten "154"]



154



TFR 137-34

[TFR 137-35]

[illegible stamp]
[handwritten "155"]

[Illegible photograph]

[TFR 137-36]

Attachment to investigation report [cut off]
[handwritten "156"]

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Technical Report

On 3 September 1958 the commission, which consisted of Chief Engineer for Service and Repairs of the 34th VA IAS Engineer-Lt. Colonel N.L. OSTAPCHENKO, the Deputy Commander of the 236th IAD for the IAS, Engineer-Lt.Colonel A.A. SARKISYAN, and Engineer for the Service and Repairs of the 34th VA IAS Engineer-Lt.Colonel V.A. BERSHOVA met at the aircraft crash site and determined:

According to identifying marks and plates on the assemblies of the aircraft, the violator is a USAF military transport aircraft, C-130A "Hercules".

The aircraft is equipped with four six-cylinder Allison T-56-A-1 turboprop engines, each with a one-stage turbine, and a three bladed metal propeller. The side number of the aircraft is 60528. The aircraft is equipped with radio reconnaissance intercept apparatus other than the kind needed for radio comunications and airborne navigation (according to the labels, they are reconnaissance radio recievers AN/URR-35C, TN-128/APR-9);

The aircraft impacted the ground at a sharp angle, and as a result exploded and burned. Individual parts of the aircraft are spread over a 300 to 350 meter range. To the right side of the area of impact are two destroyed and burned engines, a landing gear strut, two propellers, and a large quantity of fiberglass cloth (probably used in the construction of the fuel tanks located in the wing.)

To the left side of the area of impact - the two left side engines, propellers, and a landing gear strut. The fuselage and all its equipment burned completely. To the rear of the impact area lies the tail section of the aircraft (this section is, for the most part, intact.)

Conclusion: As a result of the impact with the ground and the outbreak of fire, the aircraft was completely burned. In view of the extent of damage to the metal and to the equipment as well as the effects of the flame, it is impossible to determine the position of levers, switches, and also impossible to determine the construction of the components and equipment.

Engineer-Lt.Colonel [Signature]
/OSTAPCHENKO/

Engineer-Lt.Colonel [Signature]
/SARKISYAN/

Engineer-Lt.Colonel [Signature]
/BERSHOVA/